amidships she was nothing btu a great

Captain Caussin reports that many

when it was launched. He chose Sec-

ond Captain Rousselet to command a

picked crew. As the whaleboat was

lowered it was almost cfushed against

the side of the ship on the first at-

tempt, but the second attempt was

successful, and the passengers cheered

as it got away. The boat was quickly

lost sight of in the darkness, as the

seas were running very high. Lieu-

tenant Izenic asked to be allowed to

command the second whaleboat, which

Guiding Boats After Dark.

was got off successfully.

with lines tied around them.

was able to take only a few

time near the burning ship

back a larger load.

Men Refuse to Jump.

"Rousselet returned later with three

"The second mate returned with sev-

Rousselet brought back seven others.

Women Taken Out of Sea.

ment that there were frequent viola-

tions of the steamship company's strict

"I feel sure that some steerage pas-

PLOT RUMORS DENIED

of Threat to Burn Ship.

being completely wrecked. "Meanwhile chief engineer, two seamen and myself fought the fire and apparently subdued flames. Gave orders to send no more boats away, as had received word from Carmania hoping to be with us by 11 a. m. Lifebelts were served out and put on each passenger. Passengers now became calmer, food was served out to them 9 a. m. Bunker was found to be ablaze. It being impossible to stop in bunker on account of gases, water tight doors were closed and water poured down No. 2 hatch on fire, but fire gaining all the

Fought Waves to Give Aid.

"Eleven a, m. Carmania arrived and lowered boat, but could not reach ship on account of high seas. Asked Carmania to look for the two boats. Steamship Seydlitz arrived and lowered boats. which could not reach us. About 3 p. m. Carmania returned and tried to reach ship with liferafts, but all drifted past bow too far away. Several steamers had arrived by dusk. Kroonland put away boats, which made four attempts to come alongside, but were swept way each time; 9:30 p. m., saloon and charthouse flaming. Deck, bridge and all before funnel flaming flercely. pumps and dynamo having stopped for

"Marconi operators working with the accumulators until 11 p. m., when magazine on bridge blew up, carrying Several boats by this time were laying off the ship. Induced passengers to jump and they were res cued by boats 12 midnight; weather overcast and squally. Operations were suspended, it being too dark for boats

"Fire meanwhile worked through women's steerage to after end of ship but kept knowledge from passengers who were quiet throughout rest of the night. Chief engineer, Marconi men, seamen and myself spent night making small rafts in case fire burned through deck before daylight.

"5:15 a. m. At this time first boat Weather and sea having moderated, boats were enabled to come alongside ship, which enabled passengers to embark quickly. All steamers laving around ship sent boats now and we were enabled to load three boats with passengers at once. The passengers left very orderly, and there was no panic, women breaking down and crying when help was alongside, and soon all were off the ship, by S a. m. about 400 passengers.

"Searched ship myself and found no one else on board, so decided to abandon, as No. 3 hatch was well alight by now, so with remains of crew embarked on Kroonland.

"Nothing has been heard of two missing boats at all, passing vessels having been asked to keep lookout for

"I wish to express my heartiest thanks and gratitude to the captains of ships who stood by; also to the officers and crews of boats who came to passengers, engineers and vened. crew and myself, in fitting us out and Rappahannock; also one other steamer third of the people on board. without wireless. The ship was abandoned in lat. 48:30 north, long, 34.57 INCH."

Urged to Rush Report.

Captain Inch's report, the graphic brevity of which will place it in history alengside the one Captain Rostron to the rescue of the Titanic survivors. Edward O. Thomas local agent of the Uranium Line. Mr. Thomas's wireless read as follows:

"Confirming my wireless 11th inst. possible of the disaster, and give it to drowned. the press by wireless. Under no circumstances must information be withheld. Please carry out this order may have from any one whatsoever to soon as she touched water she filled the contrary."

This message was followed by one from P. A. S. Franklin, vice-president of the International Mercantile Marine, in which he urged Captain Kriebohm of the Kroonland to use his inprepare the statement

The message which the Kaiser Wilhelm II brought in placed the number remaining boats. of saved at 532, nine more than the most optimistic previous reports.

DEFENDS SAILORS' COURAGE

Hamburg - American Official

Calls Criticism Unfair. While Captain Francis Inch's report Meyer, vice-director of the Hamburg-

was coming in by wireless Julius P. American Line, was preparing a state ment in defence of the German and Belgian seamen who made up the greater part of the crew on the ill fated steamship Volturno. He said:

The statement made in the press to- rescue. day, attributed to one of the survivors, alleged to be a German, that the Germans and Belgians among the crew of the Volturno behaved in a cowardly manner. is one that should not have been published and widely circulated without an investigation of the facts."

German Lloyd, will reach here this suddenly about 1:30 o'clock the fire formed a line nearest to the point of ure of heat. He worked at a hose morning with the first of the survivors burst out afresh. to come to this port. She is due to arlive off the Lightship about 7 a. m. If the quick work promised by the quarantine and immigration authorities is realized she should reach her pier, in Hoboken, soon after 9 o'clock,

The Kroonland, which has eightylayed by an injury to one of her crankshafts and will not reach port before Thursday night or early Friday morn-

With fifteen survivors aboard, the Rappahannock is expected to put into Hallfax this afternoon. Seven of them will be sent west by rail from that port at the expense of the Uranium Line. The others. whom it was intended to send on to this city by the Red Cross liner Florizel, are by an apathetic fatalism. coming by rail. The Canadian immigra-

caught under the stern of ship boat. CAPTAIN FRANCIS INCH, OF THE BURNED VOLTURNO.



all red tape, and the authorities here will

Philadelphia also will greet some of the survivors to-day when the North German Lloyd liner Seydlitz, which saved forty six of the Volturno's company, arrives A copy of the Volturno's manifest received here yesterday showed the cargo to have been composed of highly inflam mable material. Besides numerous casks

of burlap, 278 bales of rags and six case of cotton goods Of the rescue ships. La Touraine reached her destination yesterday and the Narragansett, the oil tank which made the rescue possible, is expected in the first aid reached us the survivors

of oils and chemicals, there were 160 bales

FIRST ALARM OF FIRE FELL ON DEAF EARS

Continued from first page

our assistance, for their bravery and in the stern. In the absence of the endurance in their endeavor to come captain and the other officers, who were ship; also to passengers of below fighting the fire, there was much the Kroonland for their kindness to the disorder, till at last wild panic super-

"Everybody rushed on deck and doing everything for us. Following stormed aft. A number of passengers named steamers who came to our as- sprang overboard without lifebelts. A sistance: Carmania, Grosser Kurfuerst, rush was made for the boats by crew La Touraine, Asian, Narragansett, and passengers. The ship only carried Seydlitz, Minneapolis, Devonian, Czar, nine boats, not enough to save one-

> "Two boats were got out. should get into the boats first. The first class passengers insisted upon

their right, and a number climbed in with some of the crew. "Two boats were got out and manmade of tinder. The tackle was also in rotten condition. The lowering tackle well. forward snapped and the boat hung

please prepare as full a statement as into the water, where they were "As a fourth boat was going down. I noticed a hole in her bottom into without regard to any instructions you which I could have put my fist. As

and sank, drowning all aboard. Work to Restore Order.

"Further disaster was avoided only by the courage and presence of mind of by La Touraine. a powerfully built cook, who seized a fluence with Captain Inch to have him belaying pin and laid about him left raine told a graphic story of the work kept calm everybody might have been Pole, who brought off a huge Bible and right, driving back the passengers of rescue. He said: and crew who were tying to lower the

their posts.

"Discipline was, however, on the whole lamentable. The first class passengers had fled on deck in their night for the work of rescue. Some fifteen age to smoke, clothing and no attempt was made by er twenty men among our passengers until rescued. The panic gradually to help man the lifeboats, but their subsided, especially when the captain services were not needed. announced that the Carmania and

"Captain Inch turned the ship, which was steaming against the wind, to as from the forward hatches of the Vol- The fire broke out in a part of the to neutralize it by having it aft and prevent it from fanning the flames. By in the after part of the ship. I noticed that would easily burn were piled." 1 o'clock the flames died down, the that the women and children on board Magnus says there was no explosion smoke diminished and everybody the Volturno had all been placed on the Volturno except when one of

Flames Higher than Smokestack.

smokestack, the deck began to open control. I could observe the crew under the influence of the heat and it working steadily with the hose, pourwas clear the ship was doomed. About ling water into the hatches, from which Uranium Agent Knows Nothing 8 o'clock the explosion occurred, which red tinged smoke was issuing. eight of the survivors aboard, was de- blew up the bridge and put the wireless | "It was obvious from the bridge of apparatus out of action.

stern to the wind we never felt the heat fire were futile, as the flames -apidly of the flames, though at times the smoke was suffocating. The fact that ships were lying all around us and the impossibility of doing anything to save turno is related in a detailed report. of the flames, though at times the gained strength."

tion authorities have promised to waive Grosser Kurfuerst, which was less than three hundred yards distant. The others were five hundred, six hundred boat. Two who had jumped for the and eight hundred yards away, with the biggest liners still further in the Volturno as she rolled. One man background

> "As night fell the spectacle was ter- and injured him. rifying. A brilliant moon rose and a moon rainbow and half a score of to get clear of the Volturno with five searchlights lit up the ocean, while the rescued passengers or his boat would doomed Volturno blazed like & torch, the have been overloaded and sunk, as it the white faces of my terrorstricken companions, eagerly scanning the rollwere so exhausted that it was almost as difficult to make them make an effort to save themselves as it had been to prevent them from taking the ships' boats by storm."

Children on La Touraine.

The most pitiful of the victims on board the Touraine were nine chilbe orphans, as the names are unknown and no one can tell whether or not the parents have been saved on other vessels. Seven are not five years old. A long time must elapse before the children, mothers and fathers on board the ten liners are ever sorted out and en persons he had picked up, and brought together again.

The children on board the Touraine were looked after by Miss Elisabah ropes, pulley tackle and improvised Muller, once a resident of New York. It was only after two days that she found out that a couple of children, vessel had a strong list to starboard. three and five years old, were sisters. her nose was low in the waves and the Not any of them had ever had a bath water was breaking over her. The M. Coates, in their lives, and regarded soap bubchildren, whose clothing had to be crew. Fourteen people were picked up, made after he had taken the Carpathia of the crew. The boats seemed to be in probably recover. Also that a sailor overloading. such a rotten condition that on striking who broke a leg on being hoisted was sent in response to a message from the side of the ship they smashed as if aboard, and another passenger suffering from pneumonia are both doing Friday morning, and numerous boats

under the charge of the chief steward. she is from. All that she knows is that the water tied with ropes. she was going to "Nord Amerika,"

Poles in the Majority.

with three of the crew of the Volturno, boats launched from the Volturno were Olympic to-day. made up the total of forty-two rescued broken up by the seas and it is certain None of the survivors on the Minne-

saved. "It was half past eight on Thursday "The doctor, the purser and several "Meanwhile the captain and an officer wireless message that the Volturno the last to get into the boats, and Capgot a certain number of the crew in was burning. At that time we were tain Inch was the very last to leave the hand and drove them forward to fight 205 nautical miles away, but our cap- ship." the fire. The stokers who had tried to tain changed his course and ordered Hans Magnus, a member of the Volreach deck were also driven back to the engines to be worked at their greatest speed.

"The news was spread among the passengers and preparations were made order forbidding persons in the steer-

"We reached the Volturno at about 9 into cracks or under objects. other ships were hurrying to the o'clock in the evening and found ten other steamers already on the scene.

"Heavy smoke was streaming away turno, whose passengers had assembled hold where a lot of rugs and other stuff The Grosser Kurfuerst, of the North thought the vessel was saved, when furthest from the fire, while the men the bulkheads blew out under the pressdanger.

"Everything on board the Volturno 7 o'clock at night. "The flames shot up higher than the appeared quiet and under organized

La Touraine that the efforts of the "As the captain had turned the snip crew of the Volturno to extinguish the

impossibility of doing anything to save turno is related in a detailed report ship.

"The nearest ship to us was the "The forward part of the Volturno

looked to me like an incandescent CRITICISM OF BARR brazier. As the sea was beginning to moderate, I thought of putting out boats, but the opinion of all my officers FOR NOT USING BOATS was against the lowering of lifeboats. I sent out two whaleboats, however. "The Volturno at this time had her

stern in the air, while forward and Passengers on Carmania Indignant-U. S. Consul on Minnevolunteered to man the whaleboat apolis Joins in Censure.

IMPEDED OTHER LINERS

By Holding Advantageous Position to Windward Men in Boats Were Compelled to Row Half a Mile More.

[By Cable to The Tribune I' London, Oct. 15 .- Rachael Tchakaa passenger on the Volturno, From La Touraine the boat's flare could be seen for some time, and sigbrought to Liverpool yesterday on the nals were burned on the ship to guide Devenian, said; "The fire started with the boats on their return, while the deafening explosion, like that of a steam whistle blew continually. Lieubomb, followed by clouds of smoke and tenant Izenic returned after being away for three hours with five of the Volturno's passengers, who climbed on

This agrees with the accounts given board of La Touraine up a rope ladder by several Volturno passengers on the "Lieutenant Izenic," continues Cap-Minneapolis to J. Fuller, American tain Caussin, "reported that upon his arrival at the side of the Volturno that vessel presented a frightful spectacle. She was blazing from her bows to amidships and plunging and rolling. The crew and passengers had been driven by the flames and smoke to the vivors, who all agreed that "the fire extreme afterpart of the vessel, where they uttered incessant cries of terror. ward, which killed several of the pas-The whaleboat stood off, its crew callengers and crew ing to the passengers to jump into the sea, when they would be taken on

Passengers on the Minneapolis failed to comprehend why the Carmania did None, however, would jump not lower her boats and why she saved until the Touraine's whaleboat was They say the Carthrown by a gigantic wage against the Volturno's side. Instantly a number jumped or slid down ropes into the make rescues, and while making no have already been printed; rescues, by keeping her position made boat disappeared under the side of the it difficult for other ships to get their Ernest Hennianck. boats to the Volturno. landed on a sailor in the whaleboat

An Intricate Manœuvre. Mr. Fuller, describing the situation, "Happily Lieutenant Izenic was able "In order to do any rescue work the steamers had to get to the wind-ward of the Volturno, lower their boats was Hossie Dermess. Anthony Franz. Anthony Franz. Anthony Franz. Roman Drabik. and let them drift toward the Volturno, while the steamers circled to leeward, met the boats on the other side, "The other whaleboat commanded by picked up the boats' crews and saved, Second Captain Rousselet, of the Toureturned to the windward and lowered raine, was near the stern of the Volagain. This manceuvre was executed turno and its crew were calling to time and again by all the steamers exthe passengers to jump, but none would cept the Carmania. She held constantdo so. No other boat was seen at that ly to the position most advantageous for lowering the boats and other steam-"Lieutenant Izenic wanted to put off ers had to come up outside the Caragain from the Touraine, but I sent mania, making at least half a mile more of rowing in tre. endous seas." rescued people. All who were brought

The Minneapolis passengers say that Captain Barr did not return to their in both boats were in a state of great ship the crew of a boat smashed exhaustion. Rousselet was allowed to make another trip in his whaleboat a boat manned by Minneapolis stewwith a fresh crew, and I now lowered ards rowed to the Carmania and got a lifeboat, thinking it might bring the Minneapolis sailors returned to their own ship.

As soon as the Minneapolis arrived on the scene the captain called on volunteers to man the boats. Every man Rousselet reported that he had found of the crew stepped forward. The captain picked a crew commanded by First ladders along the afterpart of the Officer M. W. Robinson. Other boats Volturno dangling from the sides. The were commanded by the third officer, P. I. Lewis, and the fourth officer, J. ames lighted up the scene as Rousse-

Many of the passengers on the Carbles with childish wonder. Miss Muller let's whaleboat ran in close and a hail mania were indignant that no boats cut up her own dresses to clothe the of human beings fell upon it and its were sent out after the first had failed. while all the other ships had many thrown overboard. One poor child is of whom seven were transferred to the rescued. They say passengers offered suffering from pneumonia, but the doc- other, whaleboat, as Rousselet's craft to man the boats. The crew was also aged to get away, mostly with members tor of the Touraine states that she will was in danger of being swamped from dissatisfied and the dining room stewards grumbled openly at not being allowed to man the boats and attempt

"By this time it was 6 o'clock on rescues, Crew Cowardly and Brutal.

"The crew of the Volturno, most of from the other ships alongside had been The only means of identification in lowered and were around the Vol- whom were Dutch, behaved in a cowsuspended perpendicularly, throwing all the case of one little girl is a necklace turno. Another one of our boats took ardly manner and were brutal to the of colored beads of unusual and prob- two women and two children from the passengers," is the verdict of most of ably of Russian pattern. She is un- sea, which had become calmer. The the thirty survivors of the Volturno able to give her name or say where women and children were let down into who arrived at Gravesend on board the Minneapolis yesterday.

"When no more people were on board All the survivors are men, Russians, the Volturno our boats were taken in. Hungarians and Poles, who know no If there had been less panic at the be- English and can tell their stories only Ten children with their mothers and ginning of the fire many more could through interpreters. They are to protwenty-seven sturdy Polish peasants, have been saved. Unfortunately, two ceed to their destinations on board the

that many were drowned during the apolis saved anything with the excep-First Lieutenant Izenic of La Tou- night. If the crew and passengers had tion of a cheerful and clerical-looking and a green bag filled with books.

The Volturno was still affoat on the morning when we received the first officers of the Volturno were among afternoon of Sunday in latitude 47.37 North, longitude 33.45 West, and there is apparently a possibility of the hulk yet reaching land. The Campania was in her vicinity at a quarter past two on turno's crew, confirms Badtke's state- October 12, and Captain Rostron, in a wireless dispatch to the Cunard Company, says the derelict was then "going southeast, making about a knot an Peter Georgoff.

Wasel Heff.

Wasel Heff.

Maria Julhowski. ge to smoke.

"The company fined any one smoking ive dollars, as is usual on emigrant thips," Magnus said, "yet the rule was of the French Line, six hours later, larger than the first things," Magnus said, "yet the rule was of the French Line, six hours later, larger than the first things," Magnus said, "yet the rule was of the French Line, six hours later, larger than the first things," Magnus said, "yet the rule was of the French Line, six hours later, larger than the first things," Magnus said, "yet the rule was larger than the first things," Magnus said, "yet the rule was larger than the first things," Magnus said, "yet the rule was larger than the first things," Magnus said, "yet the rule was larger than the first things," Magnus said, "yet the rule was larger than the first things," Magnus said, "yet the rule was larger than the first things," Magnus said, "yet the rule was larger than the first things," Magnus said, "yet the rule was larger than the first things," Magnus said, "yet the rule was larger than the first things," Magnus said, "yet the rule was larger than the first things," Magnus said, "yet the rule was larger than the first things," Magnus said, "yet the rule was larger than the first things, "yet the rule was larger than the first things," Magnus said, "yet the rule was larger than the first things," Magnus said, "yet the rule was larger than the first things the first things that the first things the firs the stewards to do anything for them. were yachtsmen or otherwise familiar five dollars, as is usual on emigrant nitely. A careful search was made by and they remained in this condition with the sea, and these all volunteered ships," Magnus said, "yet the rule was us for the missing boats. La Lorraine, broken. I have found cigarette stubs and half burned matches often pushed continued the search, but did not see

any boats." Mrs. Charles Finch, of Joliet, Ill., a senger, when an inspector was seen, passenger on the Carmania who witnessed the rescue of some of the pasthrew a cigarette down a hatchway. nessed the rescue of some of the pas-sengers of the burning steamship Vol-turno, declares that one of the lifeboats Gelle Tepe. sent from the freighter Seydiltz lost its Surk Tene. rudder on the way to the distressed steamer and capsized, eight men of the crew being drowned. Mrs. Finch kept a diary of notes on the disaster and has from 7 o'clock in the morning until the loss of the Seydlitz lifeboat as one of her entries.

> Liverpool, Oct. 14.-The Leyland Line steamer Devonian, commanded by Cap- | Mari Sil steamer Devonian, commanded by Captain Trant, arrived here to-day, bringing fifty-nine survivors from the wreck of the Volturne.
>
> On board the Devonian were many rem.
>
> Adoit Scheider.
>
> Adoit Sc On board the Devonian were many rem-

Rotterdam, Oct. 14.-Captain Tinsley, nants of families crazed with grief and the agent of the Uranium line, declares nants of families crazed with grief and sterror at the great tragedy they had passed through. Among the rescued was a baby, which the hysterical mother had withelm Tilgen. terror at the great tragedy they had to-day that the reports of plot against the vessels of the line published in Europe and America are absolutely unpassed through. Among the rescued was flung into the sea. Arthur Hazelwood, a seaman of the Devonian, sprang over- PRINCE OF MONACO ENDS HUNT. board and rescued the mite.

Another pathetic figure was that of a ourselves prevented any fresh outbreak of panic. Terror had been succeeded by an apathetic fatalism.

The nearest ship to us was the "The forward part of the Volturno served."

Another pathetic figure was that they surviving passengers and members of the crew of the Volturno officers of the Czar allege that the rule "woman and children first" was not observed."

Another pathetic figure was that they girl of four years of age, whose members of the Czar allege that the rule "woman and children first" was not observed." tiny girl of four years of age, whose nationality even is as yet unknown. She and will go direct to Chicago, arriving stood among her fellow sufferers, bewil- there on Thursday. The prince reports

VOLTURNO SAVED MAY BE FAMILIES SEPARATED:

Wireless Has Picked Up Many Thought Lost.

Full Rosters of Those on Liners Not Already Accounted For Is Given Out by the Uranium Line.

Volturno, made up by cable and wireless

from the rescue vessels already in port and those nearing shore, was given out at the offices of the Uranium Line yesterwho awaited news of relatives or friends booked in the vessel. Some went away happy. Others, when they could not find the names they sought, gave up all hope, or clung to the belief that the dispatches were incomplete or that some ship yet unreported would later send in cheering

Foundation was given to this hope when Captain Inch's wireless came in late in the evening. His report named the ten which are known to have been at hand when the Volturno was abandoned and then added that there was another steamship present without wireless. It was thought possible that this unknown vessel might have picked up the two boats which got safely away from the burning vessel, and that the roll of missing might be materially reduced when it reached its destination.

The roster of rescue ships and the names of those saved by each follow, with the exception of the Carmania, the mania all the time occupied the best Rappahannock, the Grosser Kurfürst possible position to lower boats and and the Kroonland, whose complete lists THE DEVONIAN.

Michael Dadolosina Ignatal Dadolosina Natalia Dadolosina

Flort Bargnon. Elizabeth Sevaska. Nortalia Eadousna. Laurency Dadoisina. Chano Grossman.

Natalia Dedolosina. Martin Bosko. Hanka Bosko. John Bosko. Levi Sharpson. Mrs. Levi Sharpson. Brina Isenberg. Esther Taroski. Amelia Hunt. Savo Zisknow. George Collin. George Collan.
Jacob Hofman.
Hazo Widie.
Natweg Thukewick.
Eli Schabringa.
Joseph Mokovic.
Asparuck Paschoff Naralamjie Angeloff. Nitche Dotcheff. Nitche Dotcheff.
Mate Sabeile.
Stivo Debujak.
Athrat Ziedenburg.
One child, name unknown.
Three females, names
unknown. unknown. Favel Ivanoff Parel Baiche.
Chone Jankel.
Abram Moreto.
Maria Wiach.
Edward Wiach.
Edward Wiach.
John Teper.
Zeril Teper.
Udel Beuschel.
Marie Deuschen.
Chone Grabowitz
Nasim Grabowitz
Cherno Butksfky.
Bashla Britisfky.
Bashla Britisfky.

Buchla Butksfky Yaarnac Butksfky Schmul Butksfky

Chark Binaut. Paul Binaut. Carl, and four children without parents.

Justies Buss.
Jury Taosez.
Michael Senkewic
Steo Komarjanow
Isam Gurdemiez.
Tomo Bartollez.
Benedico Bazali
Kowecziez.

Aisk Melikensky.

without parents.
Crew:
Dr. Harry Carter.
Purser William Brown.
Hans Willmenka.
Ivan Kostewicz.
Semen Simankowicz.
Isac Treschom.
Martin Holo.
Stepen Radina.
Kamello Komtalome.
Anosta Wenefara. Delischein Wolf.
Abram Rutkowsky.
Joel Fischer.
Aaron Grossky.
Stewa Gradicz.
Stolko Brad.
Charles Pol (greaser).
Eugen Hollbrig.
Underwood Mesaick.
Deture Wasia. Katerina Otto. Paulina Lisofska

Dejuro Wasja.
Ivan Martinowicz.
Julka Jewesak.
Marta Staranka.
Anna Lewitzka.
Bolia Flotar.

THE NARRAGANSETT Gersahan Kipperski.
Csune Nilokowaki.
Lazowik Guder.
Latzowic Schimen.
Paber Joseph.
David Flechbien.
Mosche Heernann.
Yosel Eissenburg.
Barbieux Louis.
Novosel Srenzil.
Tossef Metelko.
Alois Franz.
Soboelovic Mata.
Gimro Zerasinovik.

steward). Paul Kelber (baker). Gmro Zerasin Paul Kelek. THE MINNEAPOLIS.

Steven Todaine. Ivan Skuikt. Kaishaber Pavlovich.

NEAPOLIS.

Zumbilloff Vilun Botka,
Plaque Hlav.
George Chicolloff,
Mike Chennoff,
Ivan Purgatta,
Vilchenski Nuller.
Slaverick Milos,
Billa Ferko,
Ivan Markateth,
Kavetski Vasl Antoski,
Leo Gradavitch,
Ivan Lenoff,
Nicoli Barbarich. THE SEYDLITZ. Ivan Chernianowaky. Blume Weisbrod.

Gjuro Colikovi. Arbe Schoenstein (4th

engineer.
Jan Hell (stoker).
Her man Berkemier (steward).
Abram Dobellschr (deck boy). Claus Deyster (steward Helbig (steward, third class). Hans Erich (steward). Balean Huixer (steward boy). John Karlsen (greaser). James Kalbsch (trimmer). Gerald Kraon (pantry-

John Ahrens (carpen-ter). LA TOURAINE. Angelof Arlamb. liodan Lionban. Vessella Kravenki. Steven Callo. Refke Wishberg. Rahel Epple. Children

success in his hunt.

Children:
Caroll Santakiviech.
Maria Santakiviech.
Genevieve Tielkowski.
Isaac Weissburg.
Epple Trorke.
One unknown girl, two
years old.
Two unknown boys,
three and five years

Hans Mognowsky (sailor).

Omaha, Oct. 14.-The Prince of Monaco, who has been hunting big game in Wyoming for some weeks, left Cody to-day

ON SHIP NOW UNKNOWN SOME LOST, SOME SAVED

Hope Rises That Vessel with No Father Learns Wife and One Child Are on Ship, but Son Is Missing.

LISTS REVISED TO DATE SCENES AT OFFICES HERE

Volturno Lists Disclose That in the Stress of Rescue Many Were Parted from

Loved Ones.

Coincident with the arrival of La Touraine, which rescued forty persons from the burned liner Volturno, at Havre, France, yesterday, word came to the Uranium Steamship Company's offices in this city of families separated and children lost by their parents. The stories of the foundlings who were cared for by those on board the French steamer were duplicated by the narratives of those awaiting the arrival of passengers from the Volturno

Early in the day there appeared at the offices at No. 13 Broadway Max Tapper, of No. 233 Madison avenue, who, since the accident became known, has remained in the offices each day until they were closed. To those who tried to straighten out his incoherent statement, he said that his wife, Cirl, and his three daughters, Udel, sixteen; Bella, fourteen, and Surka, eight, with his son, Ellie, nine years old, were on the way here from the province of Volin, Russia. When the Volturno arrived he was to meet them and take them to the home he had pre-

At first it could not be learned whether Tepper's family was lost or whether it would arrive here on board one of the rescue ships. Then Tepper found out that the names he sought so eagerly were on the lists of those saved, and he was happy-hysterically happy. Somewhat similar, but with not so

happy an ending, was the case of the Aeppel family Four years ago Philip Aeppel, a pedler,

ow living at No. 421 Manton street Philadelphia, came to this country to make a living. For a long time he was unable to save the necessary passage money, but recently he accumulated the small fortune which would bring his wife and children to America. They wrote that they would start on the Volturno and told him to meet them in New York City. Aeppel came here to visit with some friends until the Volturno arrived. Then he learned of the disaster, and was told at first that his family was not among

those saved. Broken-hearted, he left the steamship office, but returned yesterday with a friend who could speak English more fluently than he. He asked again for his wife and two children.

From the revised passenger lists the oflearned that Abram, a son six years old, was rescued and was on board the Seydlitz. He will arrive in Philade

phia to-day. "And where is Refuel, my wife, and m ounger boy?" asked Aeppel.

The list of the survivors showed that Refuel was on board La Touraine, which arrived in Havre yesterday. Of the yonger son there was no trace, but Aeppel hoped there was some mistake and that the boy was alive.

VOLTURNO SURVIVORS TO BE MET BY COMMITTEE

Hebrew Sheltering and Immigrant Aid Society Will House Friendless.

It was decided yesterday afternoon at a meeting of the Red Cross committee in aid of the survivors from the Volturno to house all those who have no friends in this country at the Hebrew Sheltering and Immigrant Aid Society Home, in East

The sufferers, most of whom are on either the Grosser Kurfürst or the Kroonland, will be met at the pier by a committee headed by W. Frank Persons, of the Charity Organization Society, and taken immediately to the Hebrew Home, where they will be kept until work is found for them or they are transferred to other institutions. In discussing this trrangement Mr. Persons said yesterday that a number of other immigrant homes had volunteered to care for the survivers, but that it was thought hest not to separate the arrivals by race or religion.

RAPPAHANNOCK IN PORT Nineteen Volturno Survivors Taken to Halifax, N. S.

Halifax, N. S., Oct. 14.-Captain Harneden of the Furness liner Rappahannock, which arrived here to-night, told of his part in the rescue of fifteen women and four children, the first to be taken from the flame-swept steamer Volturno. After hearing the Carmania's report of

the Volturno's position he gave orders to crowd on all steam. Captain Harneden "At 10:30 a. m. on Thursday, when the Carmania's message was received, we were about 160 miles from the Volturno,

and various wireless messages exchanged led us to believe her position was very "At 9:30 p. m. we sighted the burning

ship about twenty miles away, and when we came nearer, the flames were rising above her funnel.

to the wreck in charge of Chief Officer Davies. About 3:30 a. m. the boat re-turned from the Volturno and reported it was dangerous to approach within fifty feet of her. There were about 400 passengers on board then, but they appeared too frightened to jump into the sea and

to wait until daylight. "At 6 a. m. on Friday I sent the best away again and she succeeded in savins fifteen women and four children, all of whom were in a most pitiful state. The boat again returned to the rescue, but boats from the various other steamen had succeeded in getting all the people

"After all had been rescued, search was made over a wide area for two boats feported to have left the Volturno before any of the other steamers came to her assistance, and which were reported mising. Eleven steamers scattered and searched, but no bodies or people were

trust to being picked up by the boats All had lifebelts on, but the women would not jump into the water. It was decided

"At 11:35 p. m. we stopped the engines and manœuvred the ship about into position to launch a lifeboat. The weather at this time was heavy and rough, there being a strong wind and a heavy sea. At 12:25 that night we sent our first lifebox